

# NOTICE OF PUBLIC MEETING

**TO THE RESIDENTS OF UINTAH COUNTY AND VERNAL CITY:** Notice is hereby given that the Vernal City Council and the Uintah County Commission will hold a special joint meeting on *Monday, October 17, 2016 at 3:30 p.m.* in the *Vernal City Conference Room, 2<sup>nd</sup> Floor* - 374 East Main St, Vernal, Utah.

## A G E N D A

**3:30 p.m.**

### STANDING BUSINESS

1. ACKNOWLEDGMENT & APPROVAL OF SPECIAL MEETING
2. APPROVAL OF THE MINUTES OF SEPTEMBER 19, 2016

### SCHEDULED PUBLIC BUSINESS

1. ASHLEY SEWER MANAGEMENT REPORT ON TREATMENT FACILITIES - DEAN GIBB
2. RATINGS AND RANKING / CDBG VITALIZATION DOWNTOWN - COMMISSIONER MIKE MCKEE & VARA MARTUSHEV
3. BASIN TRANSIT AUTHORITY - MAYOR SONJA NORTON
4. SPECIAL SERVICE DISTRICTS - BILL STRINGER

### ADJOURN

\*NOTE: In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify Ken Bassett at 374 East Main St, Vernal, Utah 84078, telephone: (435) 789-2255.

October 13, 2016

**MEMORANDUM**

**TO: Mayors, City Councils & County Commissioners**

**FROM: Ken Bassett, City Manager**

**RE: *Agenda Items of Joint City/County Meeting for October 17, 2016***

---

**ACKNOWLEDGMENT & APPROVAL OF SPECIAL MEETING**

1. **ASHLEY SEWER MANAGEMENT REPORT ON TREATMENT FACILITIES - DEAN GIBB:** Councilmember Bert Clark who sits on the Board of the Ashley Sewer Management Board has asked that Mr. Gibb, manager of the treatment facility, give a report on the status of the treatment facilities and future projects of the Sewer Management Board.
2. **RATINGS AND RANKING / CDBG VITALIZATION DOWNTOWN - COMMISSIONER MIKE MCKEE & VARA MARTUSHEV:** Commissioner McKee has requested that this item be on the agenda, and as I understand, he has invited Ms. Martushev to make a presentation.
3. **BASIN TRANSIT AUTHORITY - MAYOR SONJA NORTON:** In your packets, you will find additional information that the City Council requested regarding the Vernal loop of the Basin Transit Authority which includes ridership information, cost information and also a memo referring to an option utilizing taxi vouchers.
4. **SPECIAL SERVICE DISTRICTS - BILL STRINGER:** Commissioner Stringer has asked that this item be on the agenda to discuss the financing future of our special service districts in our County.

1 **MINUTES OF THE JOINT VERNAL CITY AND UTAH COUNTY**  
2 **COMMISSION SPECIAL MEETING HELD SEPTEMBER 19, 2016 AT 3:30**  
3 **P.M. IN THE UTAH COUNTY CONFERENCE ROOM, 147 EAST MAIN,**  
4 **VERNAL, UTAH.**

5  
6 **PRESENT:**

7  
8 **UINTAH COUNTY:** Commissioners Bill Stringer and Mike McKee. Commissioner Mark  
9 Raymond was excused.

10  
11 **VERNAL CITY:** Councilmembers Ted Munford, Samantha Scott, Dave Everett, Travis  
12 Allan, Bert Clark, and Mayor Sonja Norton.

13  
14 **GUESTS:** Mayor Dean Baker. Adam Massey, Stan Gordon, Laurie Brummond,  
15 Steve Evans, Brad Horrocks, Kevin Yack, Joel Brown, .

16  
17 **STAFF:** Ken Bassett, Roxanne Behunin.

18  
19 **WELCOME:** Mayor Sonja Norton welcomed everyone to the meeting.

20  
21 **ACKNOWLEDGEMENT & APPROVAL OF SPECIAL MEETING:** Mayor Sonja Norton  
22 moved to approve and acknowledge this meeting. Councilmember Samantha Scott seconded the  
23 motion. Commissioners Stringer and McKee and Councilmembers, Munford, Scott, Allan, and  
24 Everett voted in favor for a majority vote. Councilmember Clark was not present for the vote.

25  
26 **APPROVAL OF THE MINUTES OF AUGUST 22, 2016:** Councilmember Dave Everett  
27 moved to approve the minutes of August 22, 2016. Councilmember Ted Munford seconded the  
28 motion. The motion passed with a unanimous vote.

29  
30 **BASIN TRANSIT AUTHORITY:** Laurie Brummond, Director for the Uintah Basin  
31 Association of Governments, explained that the Basin Transit System is currently being paid for  
32 by a grant with the matching funds coming from Duchesne County and Uintah County through  
33 the Uintah Transportation District. Duchesne County contributes funds for 1 ½ route and Uintah  
34 County pays the same. She displayed the different routes. The red route covers the Vernal City  
35 loop, while the green route is mostly in Duchesne County connecting to the red route. The  
36 Vernal loop has the most riders, meeting up with the bus coming from Duchesne County so those  
37 patrons can switch buses to get to needed services. One of the biggest reason riders use the bus  
38 from Duchesne County to Vernal is to shop and utilize other services around the City. The  
39 Uintah County Commission expressed concerns with the cost, so the UBAG staff looked at the  
40 budget to see where cuts could be made. The dispatchers have been reduced to part-time, and  
41 one staff position that was vacated has not been filled. One crucial item is that eventually new  
42 buses will be needed which will reduce the maintenance costs. Ms. Brummond handed out a  
43 tentative budget showing grant funds of \$364,480. The cost to the County's is \$190,000 each  
44 which has been whittled down from \$230,000. There are special events such as Holly Days and  
45 the Paddle fest that also utilize the buses. Commissioner Mike McKee stated he understood  
46 there is a contract that requires the County to continue the bus from Duchesne to Vernal.

**MINUTES OF THE JOINT VERNAL CITY AND UTAH COUNTY COMMISSION  
SPECIAL MEETING HELD SEPTEMBER 19, 2016**

47 However, the focus is on the red route which loops around Vernal City. Laurie Brummond stated  
48 that the cost to continue that route is \$90,000. Councilmember Ted Munford asked if this is all  
49 the expenses for that loop. Kevin Yack (?), from UBAG, answered yes. Adam Massey stated  
50 that the transit system is funded through the Uintah Transportation District at least through the  
51 end of the year. He stated they are looking for partners to continue this bus route.  
52 Commissioner McKee stated that Commissioner Raymond is on the Board for the Uintah  
53 Transportation District and has indicated he would support the District continuing to support the  
54 BTA if Vernal City would pay ½ of the cost. Councilmember Ted Munford asked for the  
55 formula on how the cost for the Vernal loop was derived. Laurie Brummond stated they will  
56 have to do an exact calculation for the City. She stated that when the BTA was formed they  
57 initially had less stops to Vernal. They received complaints so they added more stops. The  
58 Vernal loop now takes 45 minutes to circle the City. It is easy to add more stops, but more  
59 difficult to discontinue as they are dealing with civil right issues. Also, the para-transit  
60 component requires the bus driver to pick up disabled residents if they live within ¾ mile of any  
61 stop. Some of those patrons live in Uintah County and some are in Vernal City.  
62 Councilmember Dave Everett asked if it were imperative that the Vernal loop be free of charge.  
63 Laurie Brummond answered no. Commissioner McKee explained that there is really no  
64 incentive to charge the riders as any fees collected go to the end of the grant. If no fees come in,  
65 the grant is renewed immediately. Laurie Brummond stated when the transit system started,  
66 several public hearings were held. UDOT agreed to fund the transit system as this helps get  
67 vehicles off the roads and no matching funds were necessary. Over time, UBAG began working  
68 with the Ute Tribe, the homeless shelter and women's crisis center to provide transportation.  
69 Now matching funds are required, and the fares paid by patrons cannot be used to offset the  
70 matching funds. Mayor Norton asked if anyone approached the businesses that are benefitting  
71 from the transit system to see if they would contribute. Laurie Brummond stated some of them  
72 have assisted with benches or advertise on the side of the bus. Mayor Norton asked about the  
73 School District or Terra Academy. Laurie Brummond stated she did meet with Terra Academy  
74 to see how they could accommodate the students riding the bus. Brad Horrocks asked how many  
75 students are riding the BTA bus. Kevin Yack stated he could get specific numbers.  
76 Councilmember Ted Munford stated he was there when this program was first started, and it was  
77 discussed at that time how to pay for it if the grant disappeared. It was indicated at that time that  
78 the Transportation District would handle it. Also, the community voted no to Proposition 1 that  
79 would have funded this program. The voters in Duchesne County approved the tax so they do  
80 not have the same issue paying for the transit system. He stated in his opinion, the voice of the  
81 community is sacred. Commissioner Bill Stringer stated that the Special Service Districts are  
82 facing budget issues with mineral lease funds being drastically reduced so they are looking at  
83 ways to cut expenses. Also, the Transportation District is not supposed to spend money inside  
84 the City limits. He noted that the Commission will also have to prioritize mineral lease spending  
85 starting with legal requirements such as animal control and fire services. He agreed with  
86 Councilmember Munford that it is hard to fund the bus system when the Uintah County voters  
87 did not approve the tax. The cost for the Vernal loop is \$90,000 and without a partnership with  
88 the City, it will be hard to fund that program. He asked if there is a way to cut the cost possibly  
89 by not offering as many trips. Laurie Brummond stated they would need time to complete a  
90 study to see what services could be cut. Commissioner Stringer stated they have set up a  
91 meeting with the Special Service District to divide the mineral lease money. Those funds were  
92 in the \$30 million dollar range and now are down to \$9 million so the Districts will be facing

**MINUTES OF THE JOINT VERNAL CITY AND UINTAH COUNTY COMMISSION  
SPECIAL MEETING HELD SEPTEMBER 19, 2016**

difficult decisions. Commissioner McKee stated the route from Duchesne County to Vernal will continue as that is under contract. The Vernal loop will be based on the decision of Vernal City. Adam Massey reminded the City that they own 25% of the airport and are not paying any funds for the airport anymore. He suggested the City pay a portion of the BTA to continue that service to the community as they are the ones benefitting. Further, the transit system is good for economic growth and Naples City is also asking for a bus stop. He asked the elected officials to keep in mind the big picture for future planning as the community needs a transit system. Mayor Norton explained that the City signed an agreement with Uintah County to shift funds from the airport to the conference center. Adam Massey stated he was not aware of that agreement. Mayor Norton suggested the City Council get with the finance director and see if there are any funds available that could be used for the BTA. Councilmember Bert Clark asked if the County would be contributing any funds from their general fund. Commissioner Mike McKee stated they do not have any extra funding and their responsibilities are to the unincorporated areas of the County. He noted that the County lost over \$1 billion dollars in valuation last year so they have to cut budgets. Brad Horrocks asked high on the priority list of essential services is the transit system? Commissioner McKee stated for riders it is essential. He stated that his recollection when this program was presented to UBAG one reason it was supported was air quality. Laurie Brummond stated one way of reducing the cost was to have UBAG absorb the administrative cost. Further, she noted that the green route does stop at a few locations in Vernal City. If the number of trips per day are decreased, that may drop the cost another \$10,000. Kevin Yack explained that with the federal funding, the transit system must help the population within a certain poverty level as well as offer the para-transit system. He noted that if the Vernal loop is discontinued, that will drop the UDOT funding and they will not get it back. Commissioner McKee acknowledged that the main bus coming from Duchesne County to Uintah County is necessary and that route will continue. Laurie Brummond explained that the federal funding has to be applied for four years in advance. There are only a few transit districts in the State with other areas waiting to receive funding. Studies are completed every six months to see what is happening with the passengers and where the service will be most beneficial. The latest survey shows patrons are using the bus to travel to work, shop, get to doctor appointments etc. Commissioner McKee stated that UDOT has committed to stay on a 50/50 split for funding the transit system. He asked the Vernal City Council to review their budget and see if they, along with the Transportation District, can pay for the Vernal loop. Councilmember Clark asked UBAG to provide data on what time of day is the busiest for the Vernal loop. Laurie Brummond stated they can provide a monthly count. Councilmember Ted Munford stated he would like more accurate information to help make a decision.

Shanna Wheeler, resident, stated her daughter uses the para-transit system, and asked if this will be a Band-Aid fix to try to keep the bus going for a little while until the economy improves or this issue is placed on the ballot again. Commissioner McKee explained how the tax would be split if it is approved by the voters.

Steve Evans asked how much the UDOT funding will be reduced if the Vernal loop is eliminated. Laurie Brummond stated that whatever can no longer be matched. Kevin Yack stated the Vernal loop is \$90,000 so it will be that amount plus the administrative cost capital funding.



**MINUTES OF THE JOINT VERNAL CITY AND UINTAH COUNTY COMMISSION  
SPECIAL MEETING HELD SEPTEMBER 19, 2016**

139

140 **AIRPORT UPDATE:** Commissioner Mike McKee explained that the FAA awarded funding  
141 for the airport in the amount of \$16 million dollars to finish the runway project. Adam Massey  
142 stated they need to sign the grant by 3 pm tomorrow.

143

144 **NEXT MEETING;**

145 After discussion, the consensus was to hold the next meeting on October 17<sup>th</sup> at 3:30 pm at the  
146 City offices.

147

148 **ADJOURN:**

149 There being no further business, Councilmember Bert Clark moved to adjourn. Commissioner  
150 Mike McKee seconded the motion. The motion passed with a unanimous vote and the meeting  
151 was declared adjourned.

AWAITING FORMAL APPROVAL

**Cc :** Steve Evans <steveklcy@gmail.com>, Kevin Yack  
<keviny@ubaog.org>

Good Afternoon All –

Additional information for the meeting that will be held on Monday between the City /County.

Thank you.

## Laurie Brummond, Executive Director

Uintah Basin Association of Governments  
Uintah Basin Economic Development District  
330 East 100 South  
Roosevelt, Utah 84066  
(435) 722-4518

**From:** Kurt Mower [mailto:[kurtm@ubaog.org](mailto:kurtm@ubaog.org)]  
**Sent:** Thursday, October 13, 2016 4:43 PM  
**To:** [kbassett@vernalcity.org](mailto:kbassett@vernalcity.org)  
**Cc:** Laurie Brummond <[laurieb@ubaog.org](mailto:laurieb@ubaog.org)>  
**Subject:** Information

Hi Ken:

I have attached the information your Council is requesting.

I have been busy with other AOG business today with Revolving Loan Fund issues.

Please let me know if I can be of additional assistance.

*Kurt L. Mower*

Finance Officer/RLF Director  
Uintah Basin Association of Governments  
330 East 100 South  
Roosevelt, Utah 84066  
Voice: 435.722.5201  
Fax: 435.722.4890



**BTA Vernal Loop Financial Information.pdf**

14 KB

---

### BTA Vernal Loop Match Budget

Category	FY 2016 (Actual)	FY 2017 (Proposed)
Salary	\$ 54,072	\$ 45,961
Fringe	\$ 22,256	\$ 18,918
Indirect	\$ 4,888	\$ 3,384
Fuel	\$ 12,693	\$ 11,693
Maint	\$ 7,453	\$ 6,453
Washes	\$ 440	\$ 440
Comm.	\$ 1,555	\$ 1,555
Insurance	\$ 1,029	\$ 1,029
Supplies	\$ 343	\$ 343
Other	\$ 2,725	\$ 225
Total	\$ 107,453	\$ 90,000



Zimbra

kbassett@vernalcity.org

---

**RE: More information on the buses**

---

**From :** Laurie Brummond <laurieb@ubaog.org>

Wed, Oct 12, 2016 04:41 PM

**Subject :** RE: More information on the buses 4 attachments**To :** kbassett@vernalcity.org

**Cc :** Kevin Yack <keviny@ubaog.org>, Kurt Mower <kurtm@ubaog.org>, Amelia Hadden <ameliah@ubaog.org>, Bill Stringer <bstringer@uintah.utah.gov>, Bob Abercrombie <babercrombie@ballardcity.org>, BobbiJo Casper <bcasper@duchesne.utah.gov>, Brian Raymond <braymond@daggettcounty.org>, Charlie Strebel <charliestrebel@hotmail.com>, Clyde Slaugh <cslaugh@daggettcounty.org>, Clyde Watkins <cwatkins@rwau.net>, Dean Baker <wbs@easilink.com>, Duchesne City - Rojean Rowley <duchesne@ubtanet.com>, Ellen Daley <edaley@uintah.utah.gov>, Gregg Todd <gtodd@duchesne.utah.gov>, Jack Lytle <jlytle@daggettcounty.org>, Karen Perry <kperry@daggettcounty.org>, Kathleen Cooper <myton2@ubtanet.com>, Ken Burdick <kburdick@duchesne.utah.gov>, Linda Gillmor <lgillmor@utah.gov>, Mark Raymond <mraymond@uintah.utah.gov>, Mayor Sonya Norton <mayor@vernalcity.org>, Mike McKee <mmckee@uintah.utah.gov>, Ron Winterton <rwinterton@duchesne.utah.gov>, srowley@ubtanet.com, Tabiona Town <tabiona@ubtanet.com>, Vaun Ryan <vaunryan@gmail.com>, Aaron Weight <aaronw@ubatc.edu>, Adam Massey <amassey@utssd.utah.gov>, Dave Haslem <dhaslem@utssd.utah.gov>, David Higginson <david.higginson@zionsbank.com>, Don Willie <dwillie@wtcutah.com>, Don Winterton <donwinterton@ubtanet.com>, Irene Hansen <irene@uintahbasin.org>, James Dixon <jdixon@utah.gov>, Joel V. Brown <vchambered@ubtanet.com>, Kay Potter <kpotter@daggettcounty.org>, Mark Holmes <mark.holmes@usu.edu>, Paul Hacking <paul@uimssd.org>, Robert Gilbert <bobgilbert@utah.gov>, Shellie Ivie <sivie@utah.gov>, Tom Nordstrom <tomyvonne@ubtanet.com>

**From:** Ken Bassett <[kbassett@vernalcity.org](mailto:kbassett@vernalcity.org)>  
**Date:** October 6, 2016 at 9:26:12 AM MDT  
**To:** [keviny@ubaog.org](mailto:keviny@ubaog.org)  
**Subject:** More information on the buses

Kevin- Good to talk to you today. This is the additional information that the City Council would like to have for their meeting October. 17 at the City offices at 3:30 p.m.:

1. More financial detail on the cost of the Vernal Loop. How was the \$90,000 figure derived. Is there a better way to get that number other than just an estimate? Could you please have that printed out for the Council to review before the meeting.

2. Please let us know what the ridership in for the Vernal Loop. Hopefully, you do have some numbers for an appropriate period of time that will give the Council a good feel for the support of the Vernal Loop.

3. How many years have you operated the Vernal Loop?

4. If select bus stops on the Vernal Loop were eliminated, what would the cost savings be bus stop eliminated?

If there is a way to have this information for the Council sometime next week, that would be very helpful. I will not be attending the meeting, but would like to get them this information so they can review it. Also I certainly would hope that you can make it to the meeting as well.

Thank you so much. Ken Bassett

Ken – in response to your e-mail

1. The match of \$ 90,000 dollars was calculated from actual costs from FY 2016 (July 1 2015 – June 30 2016) with reductions in operations and administrative costs. Actual costs for the Vernal Route were \$107,500 thus a \$ 17,500 reduction. As I stated in the last meeting, the only cost we were estimating was the paratransit, due to the unpredictability of applicants and usage. As a Paratransit example:

2 patients in Vernal going to Roosevelt for dialysis treatment – 3 Times per Week

- Coordinate Treatment with Dialysis Center in Roosevelt
- Pick-Up Patient 1 at 5:30 AM, drop at 6:15 AM
- Back to Vernal at 7:30-7:45 AM
- Pick-Up Patient 2 at 10:00 AM, drop at 10:45

AM.

- Return Patient 1 to Vernal by 11:45 AM to 12:00 Noon.
- Leave Vernal at 2:45 PM to Pick Up Patient 2 at 3:30 PM
- Back to Vernal and Done by 4:30-4:45 PM
- This is all coordinated by a dispatcher (1 hour per week)

During periods of inactivity, drivers are off the clock and are not paid, unless regular route drivers are used.

Total Driver Time – 6.5 Hours per day, including other needs (\$16.54/Hour – Salary + Benefits)

Total Miles Driven (35 Miles One-Way Average)

Fuel Costs – ½ tank per Day (\$16-20)

Maintenance Costs - \$.04 per mile (Estimate)

Dispatcher – 20 minutes per day (\$18.33/Hour – Salary + Benefits)

#### Weekly Cost

Driver/Dispatcher	\$341
Fuel	\$48-60
Maintenance	\$17
Total	\$406-418

*2 Paratransit Riders*

Due to the purchase of new buses last year, our maintenance costs have been reduced. However, this will not continue as the buses age. With our reductions in costs, and loss in advertisement funds, we will not have the cushion to absorb these costs in the future.

2. Mayor Norton is Vernal City's representative for the Uintah Basin Association of Governments and associated meetings. At these meetings, BTA passenger counts are always shared with all board members. See attachments

3. May 2011 was our grand opening. Passenger counts began in July 2011 and continue to this day. (As a reminder, during this period ARRA money did

not require a match).

4. Select stops being removed will not save money. The only way to reduce costs is to eliminate the number of loops (12 per day). As I stated in previous meetings this is a possibility for the future. However, due to grant requirements, specifically civil rights, studies must be conducted to reduce services.

As a reminder, the Uintah Basin Association of Governments and the programs that are administered provide a service for the residents of Daggett, Duchesne, and Uintah Counties and ALL Cities and Towns.

## Laurie Brummond, Executive Director

Uintah Basin Association of Governments  
Uintah Basin Economic Development District  
330 East 100 South  
Roosevelt, Utah 84066  
(435) 722-4518



**Passenger Count Report 2011 thru 2016-2017.pdf**

124 KB



**Vernal Loop Passenger Counts BTA.pdf**

30 KB



**BTA Budget 2017.pdf**

41 KB



**BTA 2016 Sept 12 Power point.pdf**

4 MB

---



Passenger Count July 2011-June 2012													
													TOTAL
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<u>Blue Route</u>	235	421	388	404	285	282	379	368	457	431	670	455	4,775
Roosevelt to Duchesne													
<u>Green Route</u>	512	853	660	682	546	911	1159	827	811	883	1006	677	9,527
Vernal to Roosevelt													
<u>Red Route</u>	490	715	631	484	793	977	836	683	615	699	1058	1000	8,981
Vernal Loop													23,283

Passenger Count July 2012-June 2013													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
<u>Blue Route</u>	467	543	393	608	420	323	447	369	403	440	485	408	5,306
Roosevelt to Duchesne													
<u>Green Route</u>	583	759	657	799	647	628	779	645	760	713	721	524	8,215
Vernal to Roosevelt													
<u>Red Route</u>	786	1274	828	1036	587	691	1070	1067	941	969	1133	1123	11,505
Vernal Loop													
													25,026
Totals	1836	2576	1878	2443	1654	1642	2296	2081	2104	2122	2339	2055	25,026
Holly Trolley passenger count	Nov 2012							902					

# Passenger Count July 2013-June 2014

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
<u>Blue Route</u>	456	481	470	547	487	467	580	593	548	635	566	608	6,438
Roosevelt to Duchesne													
<u>Green Route</u>	572	799	755	768	590	472	614	654	652	688	737	755	8,056
Vernal to Roosevelt													
<u>Red Route</u>	1063	1231	1251	1451	1164	1021	1131	1220	1354	1353	1084	1013	14,336
Vernal Loop													
													<b>28,830</b>
Totals	2091	2511	2476	2766	2241	1960	2325	2467	2554	2676	2387	2376	<b>28,830</b>
Holly Trolley passenger count	991												
Paddlefest Passenger Count	2500												

# Passenger Count July 2014 - June 2015

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
<u>Blue Route</u>	550	525	602	644	436	512	503	412	514	642	651	651	6,642
Roosevelt to Duchesne													
<u>Green Route</u>	680	731	773	777	656	682	699	682	784	739	630	706	8,539
Vernal to Roosevelt													
<u>Red Route</u>	1031	1342	1286	1170	918	971	1109	1036	1288	1086	1064	1225	13,526
Vernal Loop													
													<b>28,707</b>
Totals	2261	2598	2661	2591	2010	2165	2311	2130	2586	2467	2345	2582	<b>28,707</b>
Holly Trolley Passenger Count	1,390												
Paddlefest Passenger Count	1,907												



# Passenger Count July 2015 - June 2016

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
<b>Blue Route</b>	627	690	638	593	580	695	770	777	774	676	679	600	8,099
Roosevelt to Duchesne													
<b>Green Route</b>	510	637	856	700	675	616	719	811	973	831	897	811	9,036
Vernal to Roosevelt													
<b>Red Route</b>	1103	1265	1452	1279	1038	1075	1431	1279	1517	1647	1581	1485	16,152
Vernal Loop													
													<b>33,287</b>
<b>Totals</b>	2240	2592	2946	2572	2293	2386	2920	2867	3264	3154	3157	2896	<b>33,287</b>
Duchesne County Fair Shuttle Passenger Count													
Holly Trolley passenger count												3,585	
Paddlefest passenger count												1,324	
												3,098	

\* Holly Trolley- Per request from Vernal City

\* Paddlefest - Per request from the Uintah County Economic Development Office (Travel & Tourism) in conjunction with Wilkins Bus Line

\* 2016 Utah State Extension has asked for transportation services for student groups after Wilkins was to capacity. After permission, BTA is able to provide services.

\* Community events with government entities are absorbed costs.

# Passenger Count July 2016 - June 2017

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
<u>Blue Route</u>	430	627	596										1,653
Roosevelt to Duchesne													
<u>Green Route</u>	672	920	644										2,236
Vernal to Roosevelt													
<u>Red Route</u>	1368	1636	1263										4,267
Vernal Loop													
Totals	2470	3183	2503	0	0	0	0	0	0	0	0	0	8,156
													8,156
Duchesne County Fair Shuttle Passenger Count	Aug 8 through Aug 13												
Holley Trolley passenger count												2,454	
Paddlefest passenger count													

## Passenger Count Vernal Loop

Year	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
2011-2012	490	715	631	484	793	977	836	683	615	699	1058	1000	8,981
2012-2013	786	1274	828	1036	587	691	1070	1067	941	969	1133	1123	11,505
2013-2014	1063	1231	1251	1451	1164	1021	1131	1220	1354	1353	1084	1013	14,336
2014-2015	1031	1342	1286	1170	918	971	1109	1036	1288	1086	1064	1225	13,526
2015-2016	1103	1265	1452	1279	1038	1075	1431	1279	1517	1647	1581	1485	16,152
2016-2017	1368	1636	1263										4,267

## Passenger Count Holly Days

Year	Total
2012	902
2013	991
2014	1,390
2015	1,324

# Basin Transit Association Projected Budget - July 1, 2016 to June 30, 2017

Grant Funds		Uintah Trans SSD	Duch Trans SSD	Total Budgeted Costs
Administration				
Salaries	\$ 28,000	\$ 4,500	\$ 4,500	\$ 37,000
Fringe Benefits	\$ 12,600	\$ 2,025	\$ 2,025	\$ 16,650
Communications	\$ 750	\$ 250	\$ 250	\$ 1,250
Rent	\$ 4,000	\$ 500	\$ 500	\$ 5,000
Supplies	\$ 3,500	\$ 38	\$ 38	\$ 3,576
Other	\$ 5,144	\$ -	\$ -	\$ 5,144
Indirect Costs	\$ 6,496	\$ -	\$ -	\$ 6,496
Travel	\$ 6,000	\$ 1,000	\$ 1,000	\$ 8,000
Transfer to Operations	\$ (64,910)	\$ (8,112)	\$ (8,112)	\$ (81,134)
<b>Total</b>	<b>\$ 66,490</b>	<b>\$ 8,313</b>	<b>\$ 8,313</b>	<b>\$ 83,116</b>
Operations (Excluding Paratransit)				
Salaries	\$ 140,500	\$ 74,900	\$ 79,550	\$ 294,950
Fringe Benefits	\$ 42,560	\$ 23,008	\$ 24,496	\$ 90,064
Communications	\$ 1,500	\$ 1,000	\$ 1,000	\$ 3,500
Contractual	\$ -	\$ 2,500	\$ 2,500	\$ 5,000
Equipment	\$ -	\$ 2,000	\$ 2,000	\$ 4,000
Vehicle Insurance	\$ 3,500	\$ 750	\$ 750	\$ 5,000
Property Insurance	\$ 2,000	\$ 500	\$ 500	\$ 3,000
Rent	\$ -	\$ 3,750	\$ 3,750	\$ 7,500
Maint & Repair	\$ 26,500	\$ 14,500	\$ 14,500	\$ 55,500
Vehicle Car Wash	\$ 2,850	\$ 696	\$ 1,096	\$ 4,642
Other Expenses	\$ 3,030	\$ 2,000	\$ 2,000	\$ 7,030
Training	\$ 1,400	\$ -	\$ -	\$ 1,400
Supplies	\$ 4,620	\$ 4,000	\$ 4,500	\$ 13,120
Records Check	\$ -	\$ 500	\$ 500	\$ 1,000
Travel	\$ -	\$ 1,200	\$ 1,200	\$ 2,400
Fuel	\$ 28,000	\$ 25,250	\$ 24,250	\$ 77,500
<b>Total</b>	<b>\$ 256,460</b>	<b>\$ 156,554</b>	<b>\$ 162,592</b>	<b>\$ 575,606</b>
Paratransit Operations				
Salaries	\$ 7,500	\$ 3,000	\$ 3,000	\$ 13,500
Fringe Benefits	\$ 2,400	\$ 960	\$ 960	\$ 4,320
Vehicle Insurance	\$ 500	\$ 250	\$ 250	\$ 1,000
Maint & Repair	\$ 1,000	\$ 500	\$ 500	\$ 2,000
Vehicle Car Wash	\$ 150	\$ 75	\$ 75	\$ 300
Fuel	\$ 1,500	\$ 750	\$ 750	\$ 3,000
Contingency	\$ -	\$ 10,000	\$ 10,000	\$ 20,000
<b>Total</b>	<b>\$ 13,050</b>	<b>\$ 15,535</b>	<b>\$ 15,535</b>	<b>\$ 44,120</b>
Capital				
Communication Equipment	\$ 28,480	\$ 3,560	\$ 3,560	\$ 35,600
Special Projects				
Holly Days				
Salaries	\$ -	\$ 1,000	\$ -	\$ 1,000
Fringe Benefits	\$ -	\$ 320	\$ -	\$ 320
Vehicle Car Wash	\$ -	\$ 50	\$ -	\$ 50
Fuel	\$ -	\$ 250	\$ -	\$ 250
<b>Total</b>	<b>\$ -</b>	<b>\$ 1,620</b>	<b>\$ -</b>	<b>\$ 1,620</b>
Paddle Fest				
Salaries	\$ -	\$ 2,400	\$ -	\$ 2,400
Fringe Benefits	\$ -	\$ 768	\$ -	\$ 768
Vehicle Car Wash	\$ -	\$ 150	\$ -	\$ 150
Fuel	\$ -	\$ 600	\$ -	\$ 600
Supplies (Hygienic Mat.)	\$ -	\$ 500	\$ -	\$ 500
<b>Total</b>	<b>\$ -</b>	<b>\$ 4,418</b>	<b>\$ -</b>	<b>\$ 4,418</b>
County Fair				
Salaries	\$ -	\$ -	\$ 2,500	\$ 2,500
Fringe Benefits	\$ -	\$ -	\$ 800	\$ 800
Vehicle Car Wash	\$ -	\$ -	\$ 50	\$ 50
Fuel	\$ -	\$ -	\$ 600	\$ 600
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,950</b>	<b>\$ 3,950</b>
<b>Grand Total</b>				
	<b>\$ 364,480</b>	<b>\$ 190,000</b>	<b>\$ 190,000</b>	<b>\$ 744,480</b>

To: City Council and Mayor

Date: October 11, 2016

Re: Taxi Vouchers as Option for Buses

On Friday, October 7<sup>th</sup> I met with Connie Love and her husband who are the owners of C&B Taxi. They operate a local taxi cab service here in Vernal and the surrounding area. I met with them for the purpose of finding out if taxi vouchers could be used as an alternative to the current bus service. They indicated the following:

1. If a customer were to be picked up in the vicinity of the current "Vernal loop", the cost to transport him to another location within the vicinity of the current Vernal loop would be \$5.00. To take him home within the vicinity of the current Vernal loop would be another \$5.00.
2. They voiced a concern that vouchers could be copied and given to others. The Mayor also indicated that possibly vouchers could be sold to others.
3. The administration of a voucher system would need to be designed carefully. There would need to be a way that all licensed taxi cab companies would have an opportunity to either be part of the program or at least submit a competitive proposal for the program.
4. I determined from speaking with C&B Taxi, that a vouchers system could work but would need some good design and administration.

Ken Bassett